

The draft eliminated references to many studies, concluding that warming is at least partly caused by rising concentrations of smokestack and tailpipe emissions and could threaten health and ecological systems.

The White House deleted a National Research Council finding that various studies have suggested that recent warmings were unusual and likely due to human activities, although the same 2001 NRC report had been commissioned by the White House and endorsed by President Bush previously.

This is the second time in the past year that the Bush administration has censored information on global warming. Last September, an annual EPA report on air pollution that for 6 years had contained a section on climate was released without one. Administrator Whitman told the New York Times she was perfectly comfortable with the edited version.

However, the seriousness of climate change cannot be understated. The Intergovernmental Panel on Climate Change, a group of hundreds of scientists established by the United Nations in 1988 to assess global warming, concluded that global warming is real and will have serious consequences.

Their report, released in January, 2001, states that the Earth has warmed in the last century and that the majority of the observed warming is attributable to human activities, including fossil fuel-generated carbon dioxide emissions.

In late 2001, the National Academy of Sciences confirmed those findings.

This just shows that the administration is manipulating the EPA's formerly unbiased science for its political agenda in an effort to mislead the public.

We have spoken on this floor about the way in which the administration has manipulated data with regard to weapons of mass destruction in Iraq, how the administration has put pressure on the intelligence agencies to manipulate their objectively drawn and realized information in order to make it more accurately fit the administration's political agenda; and here we have an example of how the administration is doing the same thing with regard to important scientific considerations on the single most important global issue of our lives, the warming of the Earth's temperature and the ecological consequences, as well as the consequences on the health and safety of people in this country and around the world. It is time for this administration to be honest in its science and in its reporting to the American people.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

EXCHANGE OF SPECIAL ORDER TIME

Mr. BURGESS. Mr. Speaker, I ask unanimous consent to go out of order and claim the time allocated to the gentleman from Indiana (Mr. BURTON).

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

PASS TRANSPORTATION EQUITY ACT FOR 21ST CENTURY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. BURGESS) is recognized for 5 minutes.

Mr. BURGESS. Mr. Speaker, I rise tonight to discuss the importance of passing the reauthorization of the Transportation Equity Act for the 21st century.

Our transportation system has a direct and significant impact on the daily lives of all Americans. While the United States has benefited greatly from having a strong transportation network on which we can move our people and goods, we are approaching a crossroads.

My district in North Texas has experienced an increase in traffic over the last 3 decades. This is the direct result of unprecedented population growth, unprecedented employment growth, and underinvestment of Federal funds to this area. In many ways, this is a silent crisis, rarely recognized by residents until they find themselves in an unbearable commute to work or unable to make necessary connections between home, work and countless other activities that our busy lives demand.

In Texas, our identified transportation needs outstrip available funding three to one. Texas has several specific transportation needs such as seeking opportunities for increased funding, supporting international trade transportation and a more efficient environmental process, and expanding innovative financing techniques. I believe we must make the necessary investment to support our transportation future in Texas or we will sit in traffic and literally watch our transportation infrastructure deteriorate before our eyes to the point that it further impedes growth and economic development.

As a member of the Committee on Transportation and Infrastructure, I am working with the committee's bipartisan leadership and my other committee colleagues on the 6-year, \$375 billion TEA-21 reauthorization proposal to fund highway and transit programs. Under the committee's proposal, Texas would receive an estimated \$20.8 billion in highway funding over 6 years, which is an estimated \$7.59 billion increase for Texas highway funding compared to current funding levels.

Furthermore, this proposal would stimulate job and economic growth throughout our great State, creating

an estimated 93,000 new jobs in Texas over the next 6 years.

I believe Texas needs increased funding for its highway and transit programs. I have requested funding assistance to expedite the planning and construction of specific highways and transit projects to improve the lives of citizens, business owners and those transporting goods through Texas and throughout my congressional district. More funding will equate to better roads, better bridges and better transit facilities, less congestion and improved safety and infrastructure for commercial transportation.

I am committed to working with Federal, State and local officials during the TEA-21 reauthorization this year to address Texas' long-term needs. The House Committee on Transportation and the Infrastructure members and other interested parties will continue to work to produce a bill which adequately provides for our economic security, creates and sustains jobs, enhances safety, and continues to improve mobility for our Nation's citizens, especially those in Texas.

INDEPENDENT COMMISSION TO INVESTIGATE DISTORTION OF EVIDENCE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Ms. SCHAKOWSKY) is recognized for 5 minutes.

Ms. SCHAKOWSKY. Mr. Speaker, beginning tonight and for the rest of the evenings until we recess for our summer break, a number of us will be coming to the floor to read letters that have been written by ordinary Americans, letters that were sent to our districts and others in our States, letters and comments that were in response to an online petition by moveon.org which is a grassroots organization with more than 1.4 million members.

Here is the petition which moveon.org has online: "Congress should support an independent commission to investigate the Bush administration's distortion of evidence of Iraq's weapons of mass destruction program."

Over 320,000 people signed this online petition, and many of them wrote comments. In Illinois, 3,621 people wrote comments, and I have copies of those. I am going to read some of them.

All of the people who wrote comments are supporting H.R. 2625 which was introduced by the gentleman from California (Mr. WAXMAN) to establish an independent commission to investigate intelligence claims that were made to the public by the administration to justify a preemptive war against Iraq.

All of the ones I am going to read tonight were written by either people in the service or service related or veterans of U.S. wars. This is the first I will read.

"My wife is with Freeport's 333rd MP Company. She has been overseas since